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# South Carolina Aeronautics Commission Aviation Newsletter



## Ray Tennant's New Operation At Sumter

# Sprayer Sets Good Example

Sumter Aerial Applicators, located on the Sumter Airport, has a brand new operation this year, one that will probably serve as a model for other aerial applicators in meeting EPA and DHEC guidelines.

Ray Tennant, co-owner and manager of the business, has been working with the solid waste section at DHEC to set up a disposal system to detoxify the more potent pesticides when the airplanes are washed down after spraying.

Tennant has installed a seven-foot-deep sump behind the ramp lined with limestone. Drains on the ramp take the wash water and chemical runoffs into the pit where it is neutralized.

Tennant washes the airplanes first with tri-sodium phosphate, a highly alkaline

substance used frequently by contractors for difficult cleaning jobs. The runoff flows into the pit where it is further neutralized by the limestone.

Dr. Lamar E. Priester Jr., Deputy Director for Environmental Health and Safety at DHEC, suggested the tri-sodium phosphate and limestone pit.

"Tri-sodium phosphate will decompose those chemicals very rapidly; in two to three minutes," Priester said.

Although the system hasn't been tested yet, DHEC will be monitoring samples as the spraying season progresses. "The only thing they should have in the pit is water and some phosphates," Priester said.

Priester said the methel and ethel-

parathion, two of the most widely used insecticides, are highly toxic and closely related to the nerve toxins developed by the Germans during World War II.

All the aerial applicators in the state have to undergo training in the kinds of chemicals they use and the kinds of applications they are used in. But Tennant's operation at Sumter is the first in the state to go further in protecting employees and the environment from the poisons.

Priester said Tennant's system may be the first of many in the state when new EPA regulations go into effect.

"Eventually, I think all the applicators in the state are going to end up having to do it. I think when the new EPA regulations go into effect, they will require it," he said.



## SOUTH CAROLINA AERONAUTICS COMMISSION

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## Editor's Note

Beginning with this issue of the newsletter you'll notice some changes we've made in the format and style of our monthly publication. Hopefully these changes will help us bring you more information in a form that's attractive to look at and easy to read.

The Aeronautics Commission exists to foster and promote aviation and, to that end, we hope the newsletter will reflect the wide range of aviation interests in the state: interests which include such diverse segments as the weekend pilot, the aerial applicator, the multi-engine business pilot and the civil air patrol cadet.

We hope all these groups will find something to inform or interest them in the newsletter; and we'd like to hear from you if you don't like what we're doing. If you have a gripe or comment about the newsletter or any aviation related issue, write a letter and we'll publish it here, on this page. Write: Editor, Aviation Newsletter, P.O. Box 1769, Columbia, S.C. 29202.

We will also begin running a monthly calendar of coming aviation events and we'd like for anyone who knows of an activity to drop us a note or call at 758-2766. We'd like to get information for the newsletter by the 20th of each month. Bill Goodwin



### LETTER TO READERS AND THOSE WHO THUMB THRU

When Al Thomas left the Aeronautics Commission in 1959 to become Deputy Director of Civil Defense, I was assigned the duty of editing and printing the Aviation Newsletter.

After serving in this capacity for the past 19 years, I am happy to report that the Commission has seen fit to hire a professional newsman for this position. Beginning with this issue Mr. Bill Goodwin, formerly with the State Newspaper, will be editor.

I wish to thank those who helped make the newsletter possible, particularly Mrs. Sherry Noffko, Administrative Assistant who did all the work, Frank Kelley, for his two pages each month, Mrs. Hawkins, Secretary of the Breakfast Club, the CAP Reporters, and also, you readers for your comments and criticisms thru the years. It's been fun!

Jack Barry

# Coming Events

45th U.S. National Unlimited Soaring Championships at Chester Airport August 1-10.

American Association of Airport Executives' and University of Oklahoma's annual airports conference at the University of Oklahoma, Normal Oklahoma, Oct. 2-4.

Include your activity in the  
newsletter calendar!

## Exam-O-Grams Revised In '77

There were a considerable number of revisions made in 1977 to FAA's Exam-O-Grams, both IFR and VFR. There were 21 revisions to the VFR and seven listed for IFR. Many of the changes were dictated by changes in weather procedure, ATC procedures, mapping symbols, etc.

If you have not checked them recently, perhaps you should before preparing yourself or your students for that next FAA test. Single copies may be obtained free from FAA Flight Standards Field Office, Examinations Branch, P.O. Box 25082, Oklahoma City, Okla. 73125.

# Registration Deadline

Although most people have already done so, there are still some who have not yet returned their aircraft registration forms so we will remind them that the deadline is July 1.

State law requires that each aircraft owner fill out and return a registration form along with proof of insurance on the aircraft to the S.C. Aeronautics Commission by July 1 each year. A registration fee of \$5 for each single engine aircraft, and \$10 for each twin under 6,000 pounds and \$20 for heavier twins is also due with the form.

All aircraft that are operated for more than 30 days in the state must be registered. The registration does not apply to gliders, non-flyable aircraft, disassembled aircraft or those on display in museums.

Proof of insurance has been defined as a certificate from a carrier authorized to do business in the state certifying that there is a liability policy in effect for the benefit of the person required to furnish the policy.

The Commission will also accept legible photocopies of the policies.



# FAA Chief Supports Higher License Fees

Earlier this year, the Department of Transportation (DOT) issued a notice of proposed rulemaking that would establish hefty license fees for everything from a medical certificate (\$7.80) and private license check ride (\$113) all the way to a \$440 fee for airline crew flight tests.

The issue is considered moot for this year because members of Congress, under pressure from the aviation community, restored a clause in the DOT budget that will prohibit the fees at least until 1979.

In a recent interview with a weekly aviation newspaper, however, FAA Administrator Langhorne M. Bond said he favors the license fees and would like to see them implemented. It is expected the DOT will make a strong effort to impose the fees beginning with fiscal 1979.

It was pointed out that as a private pilot, Bond would have to pay \$157 for a commercial flight test administered by the FAA if he were to seek the higher rating.

"I don't see why the government ought not to make me pay for something that's so directly of benefit to me," Bond said. "I pay for the highway I drive on and the food I eat and so on. I personally would be quite happy to pay a fee for an additional rating."

General aviation groups argued before Congressional subcommittees that such fees are barely distinguishable from a tax and that they fail to recognize the public benefit from licensing.

Asked about the pilot's versus the public's benefit, Bond said:

"Well, I think they both get a benefit." He cited several benefits from general aviation, including its contribution to the economy and its "maximization of executive time" which he said are very much in the public interest.

But Bond said the current FAA budget is \$3 billion and the amount that would be raised in pilot fees is roughly \$20 million, or a very small percentage.



LANGHORNE M. BOND  
FAA Administrator

If adopted, the FAA's notice of proposed rulemaking would impose the following fees for FAA services:

1. Fee for Certificate of Aircraft Registration . . . . . \$ 6.75
2. Fee for Special Identification Number . . . . . \$ 24.75
3. Fee for recording a conveyance under Part 49 of the Federal Aviation Regulations . . . . \$ 10.00
4. Each written test under FAR Part 61 . . . . . \$ 17.00
5. Each issuance of a student pilot certificate . . . . . \$ 10.00
6. Each practical test administered by the FAA for a private pilot certificate or additional rating on that certificate . . . . . \$113.00
7. Each practical test administered by the FAA for a commercial pilot, airline transport, or flight instructor certificate or an additional rating on that certificate . . . . . \$157.00
8. Each renewal of an unexpired flight instructor certificate . . \$ 60.50
9. Each practical test administered by a Designated Examiner . . \$ 32.50
10. Each written test administered by the FAA to a military pilot or former pilot in accordance with FAR 67.73 (b) . . . . . \$ 17.00

Fees for certification and additional ratings issued under Parts 64 and 65 of the Federal Aviation Regulations are as follows:

1. Each written test other than for an inspection authorization . \$ 32.50
  2. Each practical test administered by the FAA for a flight crewmember other than a pilot. . . \$440.50
  3. Each inspection authorization issued under FAR 65.91. . . . \$352.75
  4. Each renewal of an inspection authorization issued under FAR 65.93 . . . . . \$121.50
  5. Each practical test administered by the FAA for an aircraft dispatcher certificate . . . . . \$235.20
  6. Each practical test administered by the FAA for an airplane rating for a mechanic certificate. . . \$354.50
  7. Each practical test administered by the FAA for a powerplant rating for a mechanic certificate . \$267.00
  8. Each practical test administered by the FAA for a parachute rigger certificate . . . . . \$171.25
  9. Each practical test administered by the FAA for an additional rating or a parachute rigger certificate . . . . . \$134.25
  10. Each practical test administered by a designated examiner. . \$ 24.25
- The fee for an issuance of a medical certificate issued under Part 67 is . . . . . \$ 7.80
- The fee for a combined student pilot certificate and third class medical and 67 is . . . . . \$ 17.80
- The fee for each written test for a ground instructor certificate or an additional rating on that certificate issued under FAR Part 143 is . . . . . \$ 17.00

Although no immediate action is expected from the subcommittee on Transportation of the House Appropriations Committee, the aviation community should make their views known to the members of this committee on retaining Section 312 of the Transportation Act

Continued next page





## Cessna 150 Destroyed In Owens Field Crash

### License Fees

Continued from page 3

of 1978 that prohibits the FAA from imposing user charges on general aviation.

The members of this sub-committee are:

John J. McFall, Chairman 14th District, California  
 Tom Steed, 4th District, Oklahoma  
 Neal Smith, 4th District, Iowa  
 Joseph P. Addabbo, 7th District, New York  
 Sidney R. Yates, 9th District, Illinois  
 Frank E. Evans, 3rd District, Oregon  
 Robert Duncan, 3rd District, Oregon  
 Adam Benjamin, 1st District, Indiana  
 Silvio O. Conte, 1st District, Massachusetts  
 Jack Edwards, 1st District, Alabama  
 George M. O'Brien, 17th District, Illinois

Letters to these Congressmen should be addressed The Honorable, U.S. House of Representatives, Washington, D.C. 20515

# Extended Wing Flaps Apparent Crash Cause

A University of South Carolina biology professor was seriously injured June 12 when the Cessna 150 he was piloting crashed shortly after takeoff at Owens Field in Columbia.

Preliminary FAA investigation found that the aircraft had nearly a full load of fuel, but that the wing flaps were extended at the time of the crash.

A bystander reportedly noticed the aircraft taking off with its flaps down. He ran to a parked aircraft, turned on the radio and tried to warn the pilot of his situation.

Witnesses said the aircraft tried to gain altitude after taking off from runway 7. It managed to clear the trees in the residential area across from the end of the runway but turned back to the field, apparently stalled, and crashed on grass

beside the runway.

The aircraft impacted on the bottom of the nose cowling, ripping away the nose gear, but leaving the main gear intact. The pilot, 38-year-old David Husband, was thrown into the instrument panel. He remains hospitalized in Richland Memorial Hospital.

## First Of Many?

Denver Stapleton Airport reports that after having the usual headaches with its World War II vintage airport rotating beacon it obtained permission to decommission the light. The FAA advised that as there was no specific requirement in Part 139, the airport could, in fact, be operated without the familiar rotating beacon.



# Airport Update

The Aeronautics Commission is continuing the installation of Visual Approach Slope Indicators (VASI's) at airports around the state.

VASI's have been installed on all four runways at the Greenville Downtown Airport and at the Aiken Municipal Airport. Installation of VASI's at Newberry is now underway.

Installation of approach lights at Aiken, runway 24, is complete and they are operational.

A new seal coating has been applied to the taxiways at the Grand Strand Airport and a new overlay on runway 36-18 at Florence has been completed.

Also at Florence, the Airport Commission has accepted a low bid of \$319,082 from Smith Grading and Paving Co. for a new apron and taxiway.

Construction to extend the Bennettsville Airport runway 1,000 feet is continuing and paving should start in about two weeks.

## Ray Thomas Promoted

Ray Thomas, formerly Director of Flight Operations at Aero Aviation, Inc. at the Johns Island Airport, is now the General Manager and Vice President as of June 1, 1978. He brings to his new position an impressive list of ratings: ATP, Single and Multi-engine land; Commercial Glider; Flight Instructors Rating airplanes and instruments, and Glider. These plus his 23 years flying experience should make him a good choice to head the modern facilities located just 11.5 miles south of the Charleston VORTAC.

"We are going to start concentrating on basics-good service in a comfortable environment," Thomas said when asked about his primary objectives.

"Already, we have complete avionics, maintenance and line service as

well as a fine flight department of which I'm very proud. But the little things, like a pilot's lounge we're planning, should make our operation even more attractive."

## Shaw Safety Officers To Visit Airports

Lt. Col. Bevin, Safety officer at the 363rd Tactical Reconnaissance Wing, Shaw AFB, said officers from his office will begin making visits to local airports to educate pilots and FBO's on the low level routes being flown by the military.

Col. Bevin said the officers will be visiting two airports a month to distribute low level route maps and make pilots aware of the high speed military activities in their area.

## Flying Fezzes Raise \$3,500 For Charity

The Jamil Temple Flying Fezzes raised \$3,500 for the Greenville Crippled Children's Hospital during their bi-annual rides for charity May 21.

Jim Hamilton, owner of Midlands Aviation and sponsor of the event for the past nine years, said 22 aircraft donated by individuals, Eagle Aviation and his own company flew most of the day.

For a minimum donation of \$4, passengers got a pilot's eye view of the city from a variety of single and multi-engine aircraft. For the more adventurous, Dr. Frank Harrison's Stearman was available; and it was kept pretty busy.

All the money collected will be given to the hospital. Rides will be offered again in the fall at a date to be selected. Proceeds will be donated to the Babcock Center.

## Breakfast Club

The S.C. Breakfast Club will meet in Clemson at the Oconee County Airport July 1 and at Davis Field in Estill July 30. On July 16 the fly in will be in Greenwood at the Blazer Restaurant.

Ann Hawkins, Secretary, said the club had been having "nice crowds" at the meetings. She said there are still some open dates in the club's meeting schedule this year so anyone wanting to have the club, please call Mrs. Hawkins, 432-3095.

## GO-AROUND MISHAP

*A four passenger Cessna 177 crashed at the Hilton Head airport June 16 after the pilot attempted a go-around and lost control of the airplane.*

*The aircraft ran off the runway to left, damaging the landing gear, propellor and both wing tips.*

*The Pilot, Clarence E. Telchow of Ringwood, N.J., received a slight cut on the thumb of his right hand. His passenger was not injured.*





# Lax Radio Procedure Increases Tower Work

The biggest difference in radio communications today and in the past is congestion. Today's equipment is more reliable and much more sophisticated and the information available is superior. There are some problems associated with today's equipment, installations, operating procedures, etc., however, one large problem which is not new is that of poor radio technique and poor etiquette.

One of our conscientious air traffic control specialists, Franklin D. Raines, of the Greer Airport Traffic Control Tower, has taken the time to offer some constructive criticism. Part of his letter is quoted below:

"Some of the more common problem areas are:

1. As mentioned before, a listening watch is not maintained. This is especially prevalent with VFR aircraft requesting traffic advisories and VFR aircraft

making practice instrument approaches. It goes without saying that it is very frustrating to a controller to be devoting time and energy to a target calling traffic only to discover that the traffic is no longer listening to him.

2. Not acknowledging for transmissions received. Without being unduly critical, this would seem to stem from laziness on the part of the pilot more than anything else. The pilots do not seem to realize that the controller will have to repeat transmissions until the pilot acknowledges them.

3. Changing frequency without informing the controller.

4. Not ascertaining the frequency is clear before transmitting.

It is immediately apparent that the most common result of all the above men-

tioned instances will be that the controller will have to repeat instructions taking from the time he should be devoting his attention to more important tasks.

In closing, I would say that this problem is confined to a relatively small, though growing segment of the flying public, and perhaps, if corrective measures are applied now, the desired results will be obtained—a safer, more efficient ATC system for everyone."

## Test Dates

Itinerary dates published herein are for the purpose of conducting written examinations for airmen applicants. In order that we may effectively conduct business, we request those desiring to transact general aviation business to contact the General Aviation District Office by noon on Tuesday before the Wednesday schedule.

At least two FAA personnel will be at Greenville Air, Greenville Downtown Airport and Building 113, Charleston AFB, S.C., between the hours of 9:30 a.m. and 3:30 p.m. on the following dates:

Greenville Air, Downtown Airport Terminal Building, Greenville, S.C.; July 12, Aug. 9, and Sept. 13.

Charleston AFB, Building 113, Charleston, S.C.; July 19, Aug. 16 and Sept. 20.

Applicants for ATP, Flight Instructor, Flight Engineer, Military Competence, and Mechanic examinations, prior to taking the written examination, will first have their qualifications checked by a General Aviation Inspector and, if qualified, will be issued an Authorization for Written Test to be presented when taking the examination. Applicants holding this form or a Notice of Disapproval on a previous test may retake the examination without requalifying.

Your District Office will schedule, by prior arrangement, a special written test itinerary to any location where we can be assured of 15 or more applicants.

## Low Flying Risky

This time of year we usually receive an increase in reports of low flying aircraft and this type of activity continues to account for 20% to 30% of fatal accidents involving general aviation aircraft.

### GENERAL AVIATION

Fixed wing aircraft involving collisions with wires, poles, trees, buildings, residences, fences, and electronic towers (Excluding engine failures and agricultural spraying)

	1972	1973	1974	1975	1976
Total Accidents	489	473	423	443	435
Fatal Accidents	106	101	106	95	90
Fatalities	212	207	203	186	169

This is not a good record, the Board said, and, moreover, it reveals no significant improvement trend over the five-year period. The Board noted that objects such as flag poles or wires that stand out in sharp profile when viewed

To help general aviation pilots avoid the temptation to buzz and as an overall "timely warning of the dangers inherent in low-flight," the National Transportation Safety Board prepared the following five-year table from its computer records:

from the ground often become invisible against the landscape seen by a low-flying pilot. "Be advised," the Board concluded, "low-level flying can be dangerous, and except for the takeoff and landing regime of flight, is totally unnecessary."





UP CLOSE TO A PHANTOM

*CAP cadets get a close look at a static F-4 Phantom during a recent encampment at Shaw AFB. During their week long stay, the cadets saw the Phantoms and other aircraft demonstrate bombing and strafing techniques at the Poinsett Range and enjoyed flights in the C-141 Starlifter and CH-3 helicopter.*

## Cadets Get Taste Of Life In Military

South Carolina Wing Civil Air Patrol Cadets got a taste of military life during a week-long encampment at Shaw Air Force Base June 11 through the 17; In all, 68 cadets from around the state attended the encampment with seven senior members. Lt. Dale Hess, USAF, was the base project officer.

The purpose of the encampments is to introduce CAP cadets to the missions of the Air Force, the career possibilities in the military and military life. During the week, the cadets live like air force personnel. Sleeping in the barracks, eating in the mess hall, practicing drill and meeting inspections.

The cadets attended briefings on the Air Force mission, fire fighting and safety. A high point of the encampment was flights in the giant C-141 Starlifter and a CH-3 helicopter. Two new activities that were popular with the cadets were the security dog demonstration and a visit to the Poinsett Firing Range. At the range A-10, A-7, F-4, OV-10 and O-2 aircraft from Myrtle Beach and Shaw Air Force Base and MacIntire National

Guard Base demonstrated strafing and bombing capabilities.

Encampment was terminated with a review ceremony where CAP Wing Commander Col. George O. Compton and Maj. Gen. F. A. Haeffner, USAF, Deputy Commander, Ninth Air Force, presented awards.

Cadet 1st Lt. Grady Dempsey of Anderson was selected as Outstanding Officer; cadet MSgt. David Jones, Aiken, was awarded the trophy for Outstanding NCO and cadet Amn1 Sterling Berhard of Sumter, was named Outstanding First Time Cadet. "A" Flight was chosen Outstanding Flight. Cadet Charles Packard was presented the coveted Spaatz Award by Gen. Haeffner.

Of the 68 cadets attending the encampment, 55 were first timers. The South Carolina wing is planning another encampment in October at Charleston AFB and a joint encampment with the North Carolina wing in North Carolina in November. Cadets who missed out on the Shaw encampment are encouraged to attend one of these.

## Typical Accident Profiled

Do you think the typical accident victim is a low time student or private pilot who gets caught in weather or goofs up on his landing approach?

If so, you may be interested to know that half the accident victims in South Carolina during 1977 were commercial pilots with an average of 2,500 hours, Weather was a factor in only two of the 44 accidents investigated by the Columbia General Aviation District Office (GADO) last year.

In most instances, the pilot was flying for personal pleasure and did not file a flight plan. The accident happened after the engine stopped because of fuel mismanagement and the aircraft struck a fence post while the pilot was attempting to land and lost directional control.

Slightly more than half the victims--23--were from out of state. Most of them were flying a four place single engine airplane with two persons on board.

According to the GADO, causal factors in the 44 accidents were:

Aircraft hitting an object	11
Loss of ground control	7
Running out of fuel	7
Mechanical Malfunction	4
Fire	4
Weather	2
During taxi	2
Low flying	1

Interestingly enough, about the same number of accidents happened during enroute flight as during the takeoff and landing phase of flight. There were 14 during takeoff, 14 during landing and 14 enroute. Two happened while taxiing.

Seven of the accidents were fatal and 12 resulted in fatalities; two resulted in serious injury and seven in minor injuries.

### CAP FINDS ELT IN BEDROOM

On May 22, the wing was alerted after an ELT signal was heard in the Greenville area. Four wing aircraft and 18 personnel began a search and located the ELT in the bedroom of an apartment in Greer one hour and 15 minutes after launching.



# CAP Units Search In Vain

The South Carolina Civil Air Patrol flew nearly 117 hours in May looking for a Cessna 172 which apparently went down somewhere in the eastern part of the state while on a flight from Laurel, Md. to Daytona Beach, Fla.

For 11 days, search aircraft flew sorties along the route of flight from Dillon to Charleston--but the aircraft was not spotted. Searchers believe the craft may be down somewhere in the Pee Dee swamp area.

## Pamphlet Gives Buyers Advice On Used Choppers

A publication entitled "Bell Helicopter Textron Advisory on Government Surplus Helicopters", has been prepared for buyers and prospective buyers of Bell built helicopters which have been declared surplus and for sale by the U.S. Military.

The advisory contains Bell's position on the use of these rotorcraft and offers buyer assistance in evaluating the machines. It also contains a reprint of FAA advisory AC 20-96, "Surplus Military Aircraft: A Briefing for Prospective Buyers."

Copies may be obtained by writing: Bell Helicopter Textron, Product Support Department, Military Surplus Desk, P.O. Box 482, Fort Worth, Texas 76101--or by calling (817) 280-2400.

The missing pilot, George A. Hotelling, was enroute to Daytona Beach to see about a job, according to his wife. He was instrument rated and has filed a flight plan, but didn't activate it prior to taking off.

Hotelling landed N1GH in Dillon at 8:15 p.m. April 30 to re-fuel. According to Mrs. James Price at the airport, he was on the ground about an hour. Mrs Price said Hotelling had stopped at Dillon three times before on previous trips south and was familiar with the field. He fueled the aircraft by himself (he apparently always insisted on fueling his own aircraft, CAP officials said), ate a pack of crackers and drank a coke before resuming his flight southward. It was raining when he took off and three thunderstorms were reported in the vicinity of Florence. He was last reported near Hemingway, according to the CAP.

The search was begun May 3 and involved Georgia and Florida as well as South Carolina initially. In South Carolina, 49 aircraft flew 70 sorties before the search was suspended May 14. In all, 240 personnel--94 aircrew members and 156 ground crew members in 12 teams--plus 31 others from various other organizations--supported the search effort. CAP wing commander Col. George Compton said the mission has not been closed and could be reactivated if new leads develop. He said squadrons in Florence and Lake City will fly the area from time to time.

## CAP Will Help FAA With Survey

Civil Air Patrol members may be popping up at various airports in the state this summer as they assist the FAA in conducting a nationwide survey of general aviation pilot and aircraft activities.

CAP assisted the FAA with similar surveys in 1972 and again in 1975.

In each state, four to eight airports will be selected for surveying on the basis of number of airports, pilots and aircraft and the volume of traffic within the state.

The survey will consist of two parts. Part I will involve interviewing general aviation pilots at airports to compile aircraft-pilot activity information for updating aircraft and pilot profiles and developing new profiles. Part II will consist of counting airport traffic density by airport categories. The results will be used for calculating traffic density between airports and estimating total general aviation operations.

Part I and II will be conducted by the CAP on any two days during July and August--one on any weekday and one on any weekend.

The objectives of the survey are to update the aircraft and pilot information compiled in the 1972 and 1975 surveys; to collect data which are not available at present and to cross-check the FAA's other data bases.